



## ***Environmental Planning Commission***

***Agenda Number: 2  
Project Number: 1008085  
Case Number(s): 09EPC-40067  
January 14, 2010***

### ***Staff Report***

<b><i>Agent</i></b>	COA, Planning Department
<b><i>Applicant</i></b>	City of Albuquerque
<b><i>Request</i></b>	<b>Recommend Adoption of East Gateway Sector Development Plan</b>
<b><i>Legal Description</i></b>	See attached map
<b><i>Location</i></b>	Area boundaries include properties abutting the western side of Wyoming Boulevard on the west, Interstate Highway 40 on the north, and municipal limit boundaries and Kirtland Air Force Base boundaries on the east and south
<b><i>Size</i></b>	Approximately 4,267 acres
<b><i>Existing Zoning</i></b>	Various zoning
<b><i>Proposed Zoning</i></b>	<p>New land use zones: SU-2/EG-CAC Community Activity Center Zone, SU-2/EG-NAC Neighborhood Activity Center Zone, SU-2/EG-C Corridor Zone, and SU-2/EG-C2 Community Commercial Zone, and rezoning to SU-1 for Major Public Open Space for City owned major public open space and R-2 for potential park expansion or housing near I-40.</p> <p>Building types and lot treatments are associated with the proposed SU-2 zones.</p> <p>General Design Regulations are associated to various degrees with all properties within a General Design Regulation boundary.</p> <p>Many properties within Sector Development Plan boundaries have no sector plan zoning proposals or design regulations applicable to them.</p>

### ***Staff Recommendation***

***Recommendation of CONTINUANCE OF 09EPC-40067 to March 4, 2010, based on the findings starting on page 23.***

***Staff Planner***

***Paula Donahue, Senior Planner***

### ***Summary of Analysis***

The Planning Department requests an ultimate Environmental Planning Commission (EPC) recommendation to City Council to approve the East Gateway Sector Development Plan.

The Plan's purpose is to enable East Gateway to become a more complete community – one with conveniently located housing, employment, shopping, services and recreation served by multi-modal transportation. The Plan recommends policies, programs, and public improvements throughout the East Gateway area, but emphasizes public projects and new land use and design regulations to improve area function and appearance along Central Avenue and Wyoming, Eubank, and Juan Tabo Boulevards and to ensure compatible development on properties zoned C-2 that are located inside residential neighborhoods.

The Planning Department requests that the Environmental Planning Commission (EPC) begin discussing the East Gateway Sector Development Plan on January 14, 2010 and continue the hearing until March 4, 2010 in order to obtain comments concerning the Plan's transportation recommendations and to allow Planning staff to continue working with the Planning Department's Code Enforcement Division to improve some language in Plan Chapter 5 – Land Regulations.

City Departments and other interested agencies reviewed this application from 12/7/09 to 1/5/10  
Agency comments were used in the preparation of this report and begin on page 33.

### ***Surrounding zoning, plan designations, and land uses:***

<b><i>Plan Area</i></b>	<b><i>Zoning</i></b>	<b><i>Comprehensive Plan Area; No Applicable Rank II &amp; III Plans</i></b>	<b><i>Land Use</i></b>
<b><i>North</i></b>	SU-1 for Public Golf Course, SU-1 for the National Guard, SU-1 for Public Housing and Interstate Highway 40	Established Urban	Public Recreation, Public/Institutional, Residential
<b><i>East</i></b>	A-1 County Zoning and R-D	Rural	City Major Public Open Space, U.S. Forest Service, Residential
<b><i>South</i></b>	Municipal Limits/Kirtland Air Force Base (No Zoning)	Developing Urban and Kirtland Air Force Base	Kirtland Air Force Base housing and operations
<b><i>West</i></b>	C-2, R-C, and C-3	Established Urban	Light Manufacturing, Heavy Commercial, Service Commercial and Residential

### ***Background and Planning Process***

This is a request to recommend to the City Council approval of the East Gateway Sector Development Plan.

This project was initiated with the adoption of City Council Bill R-06-18. The purpose of the resolution was to improve Central Avenue (Route 66) and other portions of the East Gateway area through proposals developed in a sector development plan and a metropolitan redevelopment plan. The resolution also established a moratorium on construction and led to the initiation of interim design regulations for properties with non-residential zoning.

In August 2007, a planning team consisting of The City of Albuquerque Planning Department, Architectural Research Consultants, and Glatting Jackson conducted a series of interviews, focus groups and meetings with approximately 160 people to determine area weaknesses and strengths.

The information gathered from this series of events led to a City planning process conducted May 2008 through April 2009. The process consisted of a series of community meetings, interviews, surveys, workshops and topic specific meetings with residents, property owners, business owners, developers, representatives of Kirtland Air Force Base and Sandia National Laboratories, government agency representatives, neighborhood associations, a refugee group and others.

The Plan reflects the outcome of public discussions about area weaknesses and strengths, community goals, possible projects, programs, policies and regulations. A first draft was released for public comment July 2009. This December 2009 EPC draft responds to public comments concerning the first draft Plan.

East Gateway Sector Development Plan Appendix A contains a list of plan participants and reports concerning most planning events.

### ***Context***

**Plan area boundaries** include Interstate Highway 40 on the north, properties abutting the west side of Wyoming Boulevard on the west and municipal boundaries on the east and south. (See attached map.) The boundaries of the Sector Development Plan area were selected to include the entire proposed East Gateway Metropolitan Redevelopment Plan area that surrounds Central Avenue from Wyoming Boulevard on the west to Four Hills Road on the east. East Gateway Metropolitan Redevelopment Plan area boundaries abut the Metropolitan Redevelopment Plan boundaries for the area to the west. The Sector Development Plan boundaries also include all residential neighborhoods south of Interstate Highway 40 between Wyoming Boulevard on the west and past Four Hills Road on the east that are within municipal limits and outside of Kirtland Air Force Base. **This Plan includes the Singing Arrow Neighborhood and replaces the Singing Arrow Neighborhood Plan adopted in 1983.**

**The impetus for the resolution to initiate Metropolitan Redevelopment and Sector Development plans** was the lack of local services for East Gateway residents and workers plus the poor condition of commercial properties including unkempt or empty lots and abandoned buildings. The lack of a cohesive vision for Central Avenue and major connecting streets, coupled with

changes in market trends and the national economic downturn all combined to create a public environment unreceptive to local residents and workers. Central Avenue and intersecting major streets became single purpose traffic corridors rather than community destinations.

The East Gateway Sector Development Plan recommends public improvements throughout the East Gateway area, but emphasizes policies, regulations and projects to improve area function and appearance along Central Avenue and Wyoming, Eubank and Juan Tabo Boulevards.

The Plan area covers approximately 4,267 acres and includes the Tijeras Arroyo and City-owned Major Public Open Space.

The area is the eastern gateway to Albuquerque via Interstate 40 and Route 66. It is also home to Sandia Science and Technology Park and the entrance to Sandia National Laboratories, Kirtland Air Force Base and the National Museum of Nuclear Science and History.

Almost 50% of East Gateway's net land area (everything but streets) is occupied by residential uses. Sixty eight percent of this residential land area is occupied by single-family detached housing. Mobile home parks, multi-family lots, and townhouses occupy the remainder of residentially used land. Almost 20% of East Gateway's net land area is vacant or agricultural and another 14% is used for Major Public Open Space and public and private parks and golf courses. Commercial uses occupy almost 12% of the net land area. Industrial, wholesale, warehousing, various easements, and institutional uses such as schools, places of worship and government facilities make up the remainder.

2000 Census data indicates the East Gateway Plan area and Kirtland Air Force Base housing just outside Plan boundaries was home to 22,688 people of different age groups, ethnicities and a wide range of incomes. Mid-Region Council of Government population and employment projections based on policies prior to this Sector Development Plan indicate that by 2015 population would increase by 6,400 people from Census 2000 numbers, household size would decline slightly and Sandia Science and Technology Park would absorb about 60% of the estimated increase of 3,700 jobs. Proposed Sector Development Plan zone changes will also enable more housing and jobs on East Gateway's major arterial streets.

### **East Gateway Goals**

Most planning participants support the Plan's eight goals. The Plan's policies, regulations, and recommended projects and programs address each of the following goals:

1. Create a safe, well-maintained, attractive community.
2. Enable the continued existence and new development of thriving businesses to provide jobs and local services.
3. Design and build streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit.
4. Transform Central Avenue into a vibrant place that functions as a community destination.
5. Provide accessible parks, Major Public Open Space, and community programs to serve the entire East Gateway community.

6. Support existing stable, thriving residential neighborhoods and transform others.
7. Ensure well maintained safe housing for low-income households.
8. Enable multi-family housing development close to public services, transit and shopping.

### ***East Gateway Sector Development Plan Summary***

The East Gateway Sector Development Plan has 10 chapters and 4 appendices. Chapters 1 – 4 discuss plan purpose, what the plan does not include, the planning process, community goals, area history, and area character and conditions. Chapters 5 –10 contain plan proposals: land regulations; transportation projects; parks and major public open space projects; public building, street light and alternative energy demonstration projects; program and policy proposals; and plan implementation charts. Appendices include A. Public Participation Reports and Survey results, B. Market Study, C. Central Avenue Projects for Long-Range Consideration, and D. Excerpts from the Resource Management Plan for Tijeras Arroyo Biological Zone.

**Chapter 5 The Plan – Land Regulations** establishes land use and design regulations that enable East Gateway to become a complete community – one with conveniently located housing, employment, shopping, services and recreation that can be accessed efficiently and comfortably by multi-modal transportation (walking, cycling, public transportation and driving).

Chapter 5 land regulation maps (Section 5.2 pages 5-3 – 5-6) include a General Design Regulations boundary, four SU-2 zoning districts, properties with existing zoning that is not proposed to change, and zone change recommendations for some City-owned Major Public Open Space and New Mexico Department of Transportation-owned property abutting Interstate Highway 40.

Section 5.3, page 5-7 introduces the conditions that trigger development compliance. Sections 5.3.2 and 5.3.3 on pages 5-8 and 5-9 introduce a streamlined development approval process for sites under 5 acres that adhere to permissive uses established by the Plan and that comply with Building, Lot and General Design Regulations established by the Plan.

Three of the four SU-2 zoning districts allow a wide variety of uses for existing and proposed community and neighborhood activity centers and other properties abutting or close to Central Avenue or Eubank Boulevard. A fourth SU-2 zone allows a more limited list of uses for properties inside neighborhoods that were zoned for community commercial uses before the Plan was developed. (See Section 5.4 on pages 5-9 – 5-22.)

New construction and redevelopment within the SU-2 zoning districts are tied to the chapter's building and lot types (Section 5.5 on pages 5-23 – 5-37), and General Design Regulations (Section 5.6 on pages 5-38 – 5-50).

General Design Regulations apply in varying degrees to all properties within mapped General Design Regulations boundaries. Almost all the general design regulations apply to properties within the CAC (Community Activity Center) and NAC (Neighborhood Activity Center) zones. These properties are within highly visible transit hubs at major street intersections. Most General Design regulations apply to properties within the C (Corridor) zone and to properties abutting major

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north/south streets. These properties line the Central Avenue and Wyoming, Eubank and Juan Tabo Boulevard corridors. Very few regulations apply to properties with the C-2 (Community Commercial) zone and even fewer apply to other properties within the mapped General Design Regulations boundary.

Land regulations are not applied to existing residential neighborhoods and only minimal design regulations apply to heavy commercial and light industrial properties within the General Design Regulations boundary.

### **East Gateway SU-2 Zones**

The four East Gateway SU-2 zoning districts established by the Plan and the Building, Lot and General Design Regulations associated with them are tailored to address East Gateway goals and existing character.

- SU-2/EG-CAC (East Gateway Community Activity Center) zone is applied to a Comprehensive Plan designated Community Activity Center on the southwest corner of Tramway Boulevard and Central Avenue. The intent is to enable future mixed-use development. Community Activity Centers are usually between 30 and 60 acres, but they can be larger. Their buildings, streets, and walkways are pedestrian-oriented in design and are intended to provide a mixture of some or all of the following uses: stores, offices, medical services, day care, entertainment, higher-density residences, and institutions like schools, libraries, and other public services. Community Activity Centers are generally spaced to serve people living within a radius of up to three miles. Community Activity Centers are prime locations for transit hubs because they serve concentrations of residents, employees, shoppers and people accessing entertainment.
- SU-2/EG-NAC (East Gateway Neighborhood Activity Center) zone is applied to properties at the Juan Tabo Boulevard/Central Avenue intersection and at the Wyoming Boulevard/ Zuni Road/ Central Avenue intersection. The intent is to enable future development of two Neighborhood Activity Centers as they are defined in the Comprehensive Plan. Neighborhood Activity Centers are usually between 5 and 15 acres. Their buildings, streets and walkways are pedestrian-oriented in design and intended to provide mixtures of service and residential building types not found within single-family residential neighborhood interiors. Buildings in Neighborhood Activity Centers are generally smaller in scale than Community Activity Centers. They should be easily accessible destinations for nearby residents and others, making it possible for nearby residents and transit riders to access local services within a one-quarter to half-mile walk.
- SU-2/EG-C (East Gateway Corridor) zone is applied to most Plan area properties adjacent to Central Avenue or the east side of Eubank Boulevard from Central Avenue south beyond Southern Avenue. The intent is to enable future development of non-residential and residential uses that support a multi-modal environment and encourage legitimate activity along the street between community and neighborhood activity centers. The Corridor Zone allows existing businesses to continue. In addition to a wide variety of commercial uses, it

allows residential and manufacturing uses not allowed in these locations before the adoption of the Plan.

- SU-2/EG-C-2 (East Gateway Community Commercial) zone is applied to Plan area properties that are located away from major arterial streets, but have pre-existing C-2 or SU-1 for community commercial zoning. This zoning district excludes some C-2 uses that are incompatible within residential neighborhoods. It allows existing mobile home parks that were legal nonconforming uses in the C-2 zone to become conditional uses. It also allows additional uses to provide a better transition between properties lining East Gateway major streets and residential neighborhoods.

### **Chapter 6 – The Plan – Transportation**

This chapter recommends 1) Projects to improve the East Gateway portion of the City bicycle network, 2) Park and Ride/Transit Transfer Center site selection and development, and 3) Street project proposals to improve traffic movement during peak traffic periods, control driver behavior, beautify the area and enable safe and efficient pedestrian and cyclist travel.

### **Chapter 7 – The Plan – Parks and Major Public Open Space**

This chapter recommends projects to provide a broader range of parks and recreational amenities in East Gateway and projects to improve the East Gateway Major Public Open Space experience for Albuquerque residents.

### **Chapter 8 – The Plan – Public Buildings, Street Lights and Alternative Energy Demonstration Projects**

This chapter consists of recommendations to improve the existing Singing Arrow Community Center, provide local library services, ensure good emergency services response time, provide a safe level of street lighting and explore the feasibility of alternative energy demonstration projects.

### **Chapter 9 – Programs and Policies**

This chapter recommends pro-active initiation of City programs for crime prevention and housing, zoning and building code enforcement. This chapter also recommends that Southern Avenue be reclassified as a collector street, and additional vehicular access to Four Hills Road be limited.

### **Chapter 10 – Plan Implementation Charts**

This chapter contains charts that show the lead agency, possible funding sources and projected time frame for the projects, policies and programs recommended in the preceding five chapters.

### ***Current Roadway Functional Classification System***

The Current Roadway Functional Classification System map of the 2030 Metropolitan Transportation Plan, produced by the Mid-Region Council of Governments (MRCOG), identifies the following East Gateway streets:

#### **Urban Principle Arterial Streets:**

Wyoming Boulevard

Eubank Boulevard (north of Southern Avenue)

Juan Tabo Boulevard

Tramway Boulevard (north of Central Avenue)

Central Avenue (west of Four Hills Road)

Zuni Road

*Southern Avenue (The East Gateway Sector Development Plan recommends roadway reclassification from a Limited Access Arterial Street to an Urban Collector Street without access control limitations. Current classification stems from an assumption that this short piece of roadway would become part of an Albuquerque loop road. According to the Mid-Region Council of Governments and the Department of Municipal Development that is not going to occur.)*

**Urban Collector Streets:**

Eubank Boulevard (south of Southern Avenue)

Tramway Boulevard (south of Central Avenue)

Four Hills Road

Copper Avenue

Central Avenue (east of Four Hills Road)

Wenonah Avenue (between Tramway Boulevard and Four Hills Road)

**All other streets are Local streets.**

***Comprehensive Plan Transportation Corridor Classification***

The Albuquerque/Bernalillo Comprehensive Plan designates some East Gateway's streets Enhanced Transit Corridors.

**Enhanced Transit Corridors:**

Wyoming Boulevard

Juan Tabo Boulevard

*Central Avenue (The East Gateway Sector Development Plan recommends corridor reclassification to Major Transit Corridor now that Rapid Ride bus service extends along Central Avenue from Wyoming Boulevard to Tramway Boulevard)*

Southern Avenue

***East Gateway Bicycle Facility Network***

Existing facilities include trails and on-street bicycle lanes and routes. The East Gateway Sector Development Plan recommends additional links in the trail network, better trail entrances, some bicycle route upgrades to bicycle boulevard status, and improved street crossings to ensure safe and efficient bicycle connectivity.



(See Existing Bicycle Network map on page 4-29, Bicycle Network Proposals map on page 6-2 and Pedestrian and Bicycle Crossing Locations on page 6-9.)

***Bus Route Network***

East Gateway is served well on Central Avenue with both local bus service and Route 777 RapidRide service. North/south routes exist, but have limited service. The Plan does not recommend route improvement, but does recommend finding a site and building for a combined transit station and park and ride lot.

**ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES**

Applicable goals, objectives and policies are in regular text followed by Staff analysis in ***bold italics***.

**Albuquerque / Bernalillo County Comprehensive Plan**

**B. Land Use**

**1. Open Space Network**

The *Comprehensive Plan* goal is to provide visual relief from urbanization and to offer opportunities for education, recreation, cultural activities, and conservation of natural resources by setting aside Major Public Open Space, parks, trail corridors and open areas throughout the Comprehensive Plan area.

Although East Gateway contains existing and potential Major Public Open Space, some partially developed community parks, two neighborhood parks, and developed and potential trail corridors, the Sector Development Plan recommends improvement and expansion of existing facilities, and an additional neighborhood park. The Plan also requires outdoor public spaces for sites abutting Central Avenue.

Applicable policies include:

Policy a: Open space lands and waters shall be acquired or regulated as appropriate to serve one or more of the following specific purposes: conservation of natural resources and environmental features, provision of opportunities for outdoor education and recreation, shaping of the urban form, conservation of archaeological resources, provision of trail corridors, protection of the public from natural hazards.

Policy f: A multi-purpose network of open areas and trail corridors along arroyos and appropriate ditches shall be created. Trail corridors shall be acquired, regulated or appropriately managed to protect natural features, views, drainage and other functions or to link other areas with the Open Space network.

***The East Gateway Sector Development Plan supports recommendations in the September 2008 Resource Management Plan for Tijeras Arroyo Biological Zone. East Gateway Sector Development Plan Chapter 7 recommends that the City acquire land to create a continuous Major Public Open Space corridor and habitat enhancement, restoration, protection, partnerships and legislative agreements to improve habitat in the Tijeras Arroyo. The Plan***

*recommends shifting the undeveloped Four Hills Ravine parkland to Major Public Open Space inventory.*

*In addition to recommending continued property acquisition to create a continuous major Public Open Space corridor in the Tijeras Arroyo, East Gateway Sector Development Plan Chapter 7 also recommends development and improvement of access points and trails that lead to the arroyo and to Major Public Open Space in the Sandia and Manzano Mountains foothills.*

*East Gateway Sector Development Plan Chapter 6 recommends trail connections to the Tijeras Arroyo from Four Hills Road and Juan Tabo Boulevard. Future trails along the arroyo will follow property acquisition to create a continuous corridor.*

Policy g: Planning and implementation of a system of neighborhood parks and community open areas shall be undertaken to meet a range of needs at different scales.

*East Gateway Sector Development Plan Chapter 4 indicates that although the City of Albuquerque's park acreage standard of 2.6 acres per 1,000 people may be met with parks both north and south of I-40, many of these parks are not easily accessible to most East Gateway residents. Plan Chapter 7 recommends expanding Sandia Vista Park, developing the archeological site at Singing Arrow Park as part of the park, continuing Manzano Mesa Park development, acquiring and developing a well site to create a Four Hills Subdivision Park, and acquiring land to develop a park near Central Avenue for nearby low income neighborhoods with difficult access to parks and for existing and future employees on Central Avenue.*

## **5. Developing and Established Urban Areas**

The Comprehensive Plan designates most of East Gateway as Established Urban. Lands south of Southern Avenue along Eubank, the Tijeras Arroyo, and Juan Tabo Hills south of the Tijeras Arroyo are designated Developing Urban.

The Comprehensive Plan Goal for developing and established urban areas is to create a quality environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

Applicable policies include:

Policy d: The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, and recreational concern.

Policy h: Higher density housing is most appropriate in the following situations:

- In designated Activity Centers.
- In areas with excellent access to the major street network.

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- In areas where a mixed density pattern is already established by zoning or use, where it is compatible with existing area land uses and where adequate infrastructure is or will be available.
  - In areas where a transition is needed between single-family homes and much more intensive development: densities will vary up to 30 dwelling units per net acre according to the intensity of development in adjacent areas.

***Sector Plan Chapter 5 establishes four new zoning categories that allow a variety of multi-family housing types and mixed use buildings and sites in designated activity centers and on other properties abutting arterial streets. The Plan does not rezone properties with existing residential zoning in neighborhoods and seeks to protect existing neighborhood character by limiting uses and design for C-2 zoned properties currently within residential neighborhoods. Form based regulations, Building and Site Regulations associated with the four SU-2 zones, and General Design Regulations control site and building design.***

Policy i: Employment and service uses shall be located to complement residential areas and shall be sited to minimize adverse effects of noise, lighting, pollution, and traffic on residential environments.

Policy j: Where new commercial development occurs, it should generally be located in existing commercially zoned areas as follows:

- In small neighborhood-oriented centers provided with pedestrian and bicycle access within reasonable distance of residential areas for walking or bicycling.
- In larger area-wide shopping centers located at intersections of arterial streets and provided with access via mass transit.

***Sector Plan Chapter 5 establishes new mixed-use zoning categories that allow commercial, multi-family housing and civic uses in Community and Neighborhood Activity Centers and multi-family residential, commercial, civic, and light manufacturing uses on properties abutting arterial streets. Form based regulations, Building and Site Regulations associated with the four SU-2 zones, and General Design Regulations control site and building design.***

***The proposed zones for properties abutting Central Avenue will continue to allow most commercial development now allowed with existing C-2 zoning, but will also allow housing, employment and civic uses that are not permitted with existing C-2 zoning. Both the 66 and 777Rapidride bus routes serve this commercial corridor. Plan area Activity Centers will allow closely associated mixtures of uses that include pedestrian oriented C-2 uses. The form based building and site regulations and general design regulations emphasize efficient and safe pedestrian, transit user, and cyclist access.***

Policy l: Quality and innovation in design shall be encouraged in all new development; design shall be encouraged which is appropriate to the Plan area.

***The Sector Plan's form based approach sets clearly understandable parameters for design while allowing a wide variety of innovative finished products.***

Policy o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

***The Sector Plan sets the framework for redevelopment projects. Public redevelopment projects will be proposed in an East Gateway Metropolitan Redevelopment Plan. Some public improvements concerning lighting and other public infrastructure are already noted in Sector Plan Chapters 8 and 10.***

## **7. Activity Centers**

The Comprehensive Plan Goal is to expand and strengthen concentrations of moderate and high-density mixed land use and social/economic activities which reduce urban sprawl, auto travel needs, and service costs, and which enhance the identity of Albuquerque and its communities.

Policy a: Existing and proposed Activity Centers are designated by a Comprehensive Plan map where appropriate to help shape the built environment in a sustainable development pattern, create mixed use concentrations of interrelated activities that promote transit and pedestrian access both to and within the Activity Center, and maximize cost-effectiveness of City services.

Policy d: Size, functional diversity, and supporting market area are the primary determinants for designation as an Activity Center. Smaller Activity Centers serving surrounding neighborhoods may be developed, but are not designated or mapped.

Policy g: Activity Center locations shown on a Comprehensive Plan map, and their predominant uses in accordance with their unique roles and expected needs of the community, shall be developed in accordance with more specific sub-area planning efforts.

***The Comprehensive Plan designates the area at Tramway Boulevard and Central Avenue a Community Activity Center. The Sector Development Plan recognizes this designation and also designates two Neighborhood Activity Centers: 1) Juan Tabo Boulevard/Central Avenue area and 2) the Central Avenue/Wyoming Boulevard/ Zuni Road area intersection.***

***Neighborhood Activity Centers are not shown on the Comprehensive Plan map. Instead, they are shown in this Sector Plan and supported by the Market Study located in Sector Plan Appendix B.***

Policy i: Multi-unit housing is an appropriate use in Neighborhood, Community and Major Activity Centers.

***The Sector Plan's SU-2 EG-CAC (Community Activity Center Zone) and SU-2 EG-NAC (Neighborhood Activity Center Zone) both allow a variety of multi-unit housing. The SU-2 EG-C (Corridor Zone) and SU-2 EG-C-2 (Community Commercial Zone) also allow a variety of multi-unit housing to be close to the 66 and 777 Rapid Ride bus routes on Central Avenue.***

Policy j: The City will structure capital expenditures and land use regulations in support of creating multi-use Activity Centers, and will promote ongoing public/private cooperation necessary for private market conditions that support the development and functioning of Activity Centers.

*The Sector Plan will lead to a Redevelopment Plan that will concentrate its efforts and financial support in key locations, particularly the new Neighborhood Activity Centers. The Sector Plan's land use regulations provide a framework for public and private redevelopment efforts.*

### **C. Environmental Protection and Heritage Conservation**

#### **1. Air Quality**

The Goal is to improve air quality to safeguard public health and enhance the quality of life.

Policy b: Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

Policy d: Air quality shall be protected by providing a balanced circulation system that encourages mass transit use and alternative means of transportation while providing sufficient roadway capacity to meet mobility and access needs.

*Sector Plan Chapter 5 establishes pedestrian oriented site design, land use mixtures and public right of way design to capitalize on Central Avenue bus service by providing safety and efficiency for people on-foot or bicycle.*

*Chapter 6 bicycle network improvement projects, transit transfer center and park and ride recommendations, and traffic calming recommendations will improve walking and cycling efficiency and safety. Chapter 6 street project recommendations will improve vehicular movement at major street intersections while providing safe crossings for people on-foot or bicycle.*

#### **6. Archaeological Resources**

The Goal is to protect, reuse, or enhance significant historic districts.

Policy b: Appropriate treatment of significant sites and remedies for those that cannot be preserved shall be determined.

Policy c: Public understanding of and appreciation for the area's archaeological and paleontological past shall be promoted.

*Sector Plan Chapter 3 recognizes both historic and archeological East Gateway sites. Chapter 7 recommends a project to recognize and incorporate the Singing Arrow Park archeological site into Singing Arrow Park.*

#### **8. Developed Landscape**

The Goal is to maintain and improve the natural and the developed landscapes' quality.

Policy b: Public facilities shall be designed to realize opportunities for City/County beautification.

Policy c: Incidental structures such as signs, guywires, poles, fireplugs, street furniture and overhead utility wires shall be designed for minimal visual intrusion and mobility impediment to pedestrians.

***Sector Plan Chapter 5 contains design regulations for public and private buildings and for the public right-of-way. Both emphasize safe and efficient pedestrian movement.***

Policy d: Landscaping shall be encouraged within public and private rights-of-way to control water erosion and dust, and create a pleasing visual environment; native vegetation should be used where appropriate.

***Properties within Sector Plan boundaries are required to follow Zoning Code General Regulations regarding landscaping. General Design Regulations in Chapter 5 of this Plan adds a requirement for water harvesting.***

## **9. Community Identity and Urban Design**

The Goal is to preserve and enhance the natural and built characteristics, social, cultural and historical features that identify Albuquerque and Bernalillo County sub-areas as distinct communities and collections of neighborhoods.

Policy b: In each Community Area, strategic planning, neighborhood planning, development and redevelopment shall be evaluated in light of its relationship to and effect upon the following: 1) The natural environment, 2) Built environment, 3) Local history, 4) Culture and traditions.

***Sector Plan Chapters 5, 6 and 7 recommend policies, programs, projects and regulations that acknowledge the natural environment, built environment, and local history.***

Policy c: The identity and cohesiveness of each community shall be strengthened through identification and enhancement of community activity centers that have a scale, mix of uses, design character, and location appropriate to the unique character of the community.

***Sector Plan Chapter 5 designates two neighborhood activity centers and acknowledges the existing community activity center at Central Avenue and Tramway Boulevard. The chapter establishes land uses and design regulations for these centers that are tailored for East Gateway. The regulations would result in urban development that capitalizes on transit access, but is not as intense as might be appropriate in another part of the City.***

Policy d: Development projects within Community Activity Centers should contribute to the following:

1. Related land uses that effectively encourage walking trips from one destination to another within the center, including shopping, schools, parks or plazas, employment, entertainment, and civic uses such as public libraries, recreation or senior centers, post office or fire station.
2. Pedestrian linkages among uses in the Activity Center and connecting to surrounding neighborhoods.

3. Buildings designed and arranged to reflect local architectural; traditions, scale, height, massing and setbacks appropriate to the community served by the Activity Center and that support public transit and pedestrian activity.
4. Landscaping, street furniture, public art, colored or textured paving and other improvements to the public realm that reinforce the cultural, social and design traditions of the community served by the Activity Center.

***Sector Plan Chapter 5 establishes activity center zoning that lists pedestrian oriented permissive uses that create synergy. Its form based building, site design and general design regulations ensure pedestrian linkage within centers and to surrounding neighborhoods, building styles appropriate to the area, and landscaping and public space design that allows flexibility, but clearly ties these areas to Central Avenue. Neon signs and public art are allowed to acknowledge Central Avenue's Route 66 past.***

Policy e: Roadway corridors (collector and arterial streets, Enhanced Transit and Major Transit street corridors) within each community that connect the community's Activity Centers shall be designed and developed to reinforce the community's unique identity; streetscape improvements to these roadways shall be designed to minimize water use, screen parking areas, create useful and attractive signage and building facades and facilitate walking safety and convenience.

***The Sector Plan avoids complete redesign of the Central Avenue public right-of-way because the community could not come to consensus about reducing travel lanes to capture right-of-way that could be used to improve safety and efficiency for walking, cycling and using transit. In the absence of complete redesign, Chapter 6 of the Plan recommends a spot median project, safe and efficient street crossing design at major street intersections, the addition of a traffic signal at Elizabeth Street and Central Avenue, and improved mid-block crossing designs at all bicycle network crossings.***

***Chapter 5 requires public right-of-way acquisition and development improvements to include wider sidewalks, landscaping and other improvements for pedestrians. Chapter 5's land use and design regulations place buildings closer to the public right-of-way and orient windows and entrances toward the street.***

## **D. Community Resource Management**

### **3. Energy Management**

The Goal is to maintain an adequate, economical supply of energy through energy management techniques and use of alternative and renewable energy sources.

Policy b: Efficient and economic use of alternative and renewable energy sources such as solar, wind, solid and liquid waste, and geothermal supplies shall be encouraged.

***Plan Chapter 8 recommends studying the feasibility of either a wind or solar power demonstration project that doubles as a gateway statement at the eastern edge of the Plan area.***

#### **4. Transportation and Transit**

The Goal is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs.

Policy a: The (Comprehensive Plan) Table presents ideal policy objectives for street design, transit service, and development form consistent with Transportation Corridors and Activity Centers as shown on the Comprehensive Plan's Activity Centers and Transportation Corridors map in the Activity Centers section. Each corridor will undergo further analysis that will identify design elements, appropriate uses, transportation service, and other details of implementation.

*Plan Chapter 5 establishes Activity Center locations, land uses, and building and site design regulations that are consistent with a Major Transit Corridor. The transportation recommendations for Central Avenue in Plan Chapter 6 stop short of complete redesign that would make it a safe and efficient street for pedestrians and cyclists, but do recommend improvements for major street intersections. Pedestrian area improvements are found in public right of way regulations in Chapter 5 and are tied to new development.*

Policy b: The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

Policy c: In order to add to transit ridership, and where it will not destabilize adjacent neighborhoods, additional dwelling units are encouraged close to Major Transit and Enhanced Transit Streets.

*Plan Chapter 5 introduces four new zoning designations that allow a variety of multi-unit housing and some manufacturing in places that currently have C-2 zoning. All of the properties with these four new zoning designations are within walking distance to bus routes on Central Avenue or Wyoming, Eubank and Juan Tabo Boulevards. All properties with proposed zoning allowing multi-unit housing are outside single-family residential neighborhoods.*

Policy d: The frequency of driveways along principal and minor arterial streets will be reduced when possible, toward a spacing frequency of one or two drives per 300 feet of frontage on principal arterials, and one or two drives per 200 feet on minor arterials.

*Site Design Regulation 5.6.1.A. Site Layout (Streets, Blocks, and Lots) for all East Gateway Properties abutting Central Avenue states: "New Central Avenue curb cuts shall be approved only for new intersecting streets necessary to create shorter blocks. New curb cuts for driveways are prohibited on Central Avenue."*

Policy g: Pedestrian opportunities shall be promoted and integrated into development to create safe and pleasant non-motorized travel conditions.



*Building set back distances and lot design associated with building types described in Section 5.5 of Chapter 5 promote a safe pedestrian environment. Many regulations under 5.6.1 promote site design that creates a safe and efficient environment for pedestrians.*

Policy h: A metropolitan area-wide recreational and commuter bicycle and trail network which emphasizes connections among Activity Centers shall be constructed and promoted.

*Due to a lack of community consensus, the Plan does not recommend a bicycle lane on Central Avenue, but it does recommend improvements and added links to the existing East Gateway portion of the bicycle network.*

Policy o: Peak hour demands on the circulation system should be decreased.

*Sector Plan Chapter 6 recommends improvements for traffic flow at locations where motorists now experience a wait during peak hour:*

Policy p: Efficient, safe access and transfer capability shall be provided between all modes of transportation.

*Sector Plan Chapter 5 proposes land regulations to protect pedestrians on sites and to bring them more efficiently and safely to the public right-of-way. Sector Plan Chapter 6 recommends pedestrian improvements at major street intersections, improved mid-block bicycle facility street crossings, and an additional traffic signal at Elizabeth and Central.*

Policy q: Transportation investments should emphasize overall mobility needs and choice among modes in the regional and intra-city movement of people and goods.

*Sector Plan Chapter 6 and 10 outline transportation project recommendations that include improvements to the Bicycle network, a Park and Ride/Transit Transfer Center, and Street Projects.*

## **5. Housing**

The Goal is to increase the supply of affordable housing; conserve and improve the quality of housing; ameliorate the problems of homelessness, overcrowding, and displacement of low-income residents; and assure against discrimination in the provision of housing.

Policy a: The supply of affordable housing shall be preserved and increased and the opportunity to obtain standard housing for a reasonable proportion of income assured.

Policy d: Availability of a wide distribution of decent housing for all persons regardless of race, color, religion, sex, national origin, ancestry, or handicapped status shall be assured.

*Two goals on Plan page 2-3 address these policies: 2.2.7 Ensure well-maintained, safe housing for low-income households and 2.2.8 Enable multi-family housing development close to public services, transit and shopping.*

*Plan Chapter 9 recommends proactive housing, building and zoning code enforcement of existing rental housing. Plan Chapter 5 introduces four SU-2 zones that allow multi-unit housing. All four zones are close to transit, shopping and services on Central Avenue.*

## **6. Economic Development**

The Goal is to achieve steady and diversified economic development balanced with other important social, cultural, and environmental goals.

Policy a: New employment opportunities which will accommodate a wide range of occupational skills and salary levels shall be encouraged and new jobs located convenient to areas of most need.

*Plan Chapter 5's SU-2 zones allow a wider range of uses than current C-2 zoning. New non-residential uses include most uses now allowed in the C-2 zone as well as live/work space, retail businesses in which products are manufactured, compounded, process, assembled or treated as an accessory use, and some manufacturing, assembling, treating, repairing or rebuilding articles permissive in the M-1 zone.*

## **7. Education**

The Goal is to provide a wide variety of education and recreational opportunities available to citizens from all cultural, age and educational groups.

Policy c: Library services shall be expanded and made more accessible to people at a neighborhood and community level.

Policy e: Variety and flexibility in educational and recreational resources shall be encouraged through joint use of facilities.

*Plan Chapter 8, page 8-3, recommends a new library be located at a visible location on a busy street with good public transit. The Plan refers to the 2007 Library Facilities Master Plan, where the library system identifies a new full-sized library for the East Central area as its second priority after the construction of a West Central library.*

*Plan Chapter 8, page 8-2 recommends that the Singing Arrow Community Center be enlarged to better serve the community with classes and programs for local children and adults, indoor and outdoor recreation, commodities distribution and transportation services for children.*

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## **Facility Plan for Arroyos**

The East Gateway Sector Development Plan includes recommendations for the Tijeras Arroyo consistent with its classification as a Major Open Space Arroyo in the adopted Rank 2 Facility Plan for Arroyos. Sector Plan recommendations include continued City land acquisition to form a continuous corridor of Major Public Open Space, resource protection, and zone changes of City owned Open Space properties to SU-1 for Major Public Open Space.

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## **Albuquerque Comprehensive Zoning Code**

The East Gateway Sector Development Plan land regulations are found in Plan Chapter 5. City Comprehensive Zoning Code Section 14-16-2-23 SU-2 Special Neighborhood Zone allows a mixture of uses controlled by a Sector Development Plan that specifies new development and

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redevelopment that is appropriate to a given neighborhood, when other zones are inadequate to address special needs.

The East Gateway Sector Development Plan proposes a wide variety of land uses in four proposed SU-2 zones, building and site design regulations associated with the new zones, and General Design Regulations for both SU-2 zoned property and other properties located within a proposed General Design Regulations boundary. All zoning proposals are intended to spur positive development for the area and enable employment, shopping, services and multi-unit housing near Rapid Ride and other transit stops on Central Avenue and intersecting arterial streets.

All proposed land regulations use Albuquerque Comprehensive Zoning Code zones and general regulations as a starting point including Section 14-16-3-22 Form-based Zones. The Plan's SU-2 zones are tailored to existing conditions and community goals as expressed in the Plan. The Plan's site and building design regulations further the same intent as Form Based Zones in the Zoning Code: "To create and support a city with a range of housing choices, mixed-use development, easy access to services to limit driving, a variety of transportation choices, an active pedestrian life through walkable neighborhoods, development at a human scale, and support for older established areas as desirable places to live."

Plan Chapter 9 recommends a zoning, housing and building code enforcement schedule to ensure that properties applying Sector Plan zoning adhere to Plan regulations and that residential and nonresidential properties without zone changes adhere to existing regulations in the Albuquerque Comprehensive Zoning Code.

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#### **Resolution 270-1980 (Policies for Zone Map Change Applications)**

Resolution 270-1980 outlines policies and requirements for Zone map change proposals.

East Gateway Sector Development Plan land regulations comply with *Resolution-270-1980*. Policies are listed below followed by a discussion in ***bold italics*** that explains how the policies are met.

- A. A proposed zone change must be found to be consistent with the health, safety, morals and general welfare of the City.

***The zone changes proposed by the East Gateway Sector Development Plan are consistent with furthering the health, safety and welfare of the City. Resolution R-06-18 set the stage for East Gateway Sector Development Plan area zone change proposals. The purpose of the resolution was to set in motion a sector development plan, a metropolitan redevelopment plan and interim design guidelines to improve Central Avenue and other portions of the East Gateway area. The impetus for the resolution was to introduce ways to enable the transformation of Central Avenue and other East Gateway arterial streets that contained many properties suffering from disinvestment and deterioration.***

- B. Stability of land use and zoning is desirable; therefore, the applicant must provide a sound justification for the change. The burden is on the applicant to show why the change should be made.

***Proposed Sector Plan Land Uses and Zoning will provide area stability. The Sector Plan and its zoning reflect the outcome of public discussions about area weaknesses and strengths, community goals, possible projects and programs, and necessary policies and regulations. Chapter 5 of the East Gateway Sector Development Plan establishes land use and design regulations that enable East Gateway to become a more complete community – one with conveniently located housing, employment, shopping, services and recreation served by multi-modal transportation.***

- C. The existing zoning is inappropriate because a different use category is more advantageous to the community.

***Proposed zoning would be more advantageous to the community and promotes the idea of a better-served community. The four SU-2 zones in the sector plan area are tailored to enable employment, additional multi-unit housing, and neighborhood and community services. The site and building design regulations and General Design Regulations are intended to enable quality innovative design, compatibility between residential and non-residential uses, and access to a balanced circulation system with safe and convenient bicycle and pedestrian connections.***

- D. A change of zone shall not be approved where some of the permissive uses in the zone would be harmful to adjacent property, the neighborhood or the community.

***The Plan does not propose zone changes for residentially zoned properties in residential neighborhoods. The Plan proposes R-2 zoning for a state owned property now zoned C-3. The property is located between a neighborhood park and Interstate 40 and can be accessed only by a dead end local street.***

***The Plan does not propose zone changes for heavy commercial and industrial zoned properties. These properties provide employment for the area and are generally concentrated away from the major arterial streets. The Plan's General Design Regulations apply to some of these properties in varying degrees. Properties abutting major streets are required to comply with the most regulations.***

- E. A proposed zone change which, to be utilized through land development, requires major and un-programmed capital expenditures by the City may be;

- 1) denied due to lack of capital funds, or
- 2) granted with the implicit understanding that the City is not bound to provide the capital improvements on any special schedule.

***None of the Plan's zone changes require major capital expenditures.***

- F. The cost of land or other economic considerations pertaining to the applicant shall not be the determining factor for a change of zone.

***The cost of land is not discussed in the Plan.***

- G. Location on a collector or major street is not in itself sufficient justification of apartment, office or commercial zoning.

***Most of the proposed zone changes and general design regulations apply to East Gateway arterial streets. Existing zoning for most properties abutting arterial streets is C-2. Proposed zoning allows a variety of uses that can maximize proximity to transit service.***

- H. A zone change request that would give a zone different from surrounding zoning to one small area, especially when only one premise is involved, is generally called a “spot zone”. Such a change of zone may be approved only when the change will clearly facilitate realization of the Comprehensive Plan and any applicable adopted sector development plan or area development plan.

***No spot zones are proposed. Community and Neighborhood Activity Zones are proposed for key street intersection locations that involve more than one property each.***

- I. A zone change request that would give a zone different from surrounding zoning to a strip of land along a street is generally called “strip zoning”. Strip commercial zoning will be approved only where the change will clearly facilitate realization of the Comprehensive Plan and any adopted sector development plan or area development plan

***The proposed Corridor Zone could be interpreted as a strip zone since it applies to properties abutting major arterial streets, but its variety of permissive uses will enable diverse land uses: residential, commercial and employment.***

## **CONCERNS OF REVIEWING AGENCIES / PRE-HEARING DISCUSSION**

### **PLANNING DEPARTMENT**

#### **Zoning Code Services**

***The Staff Planner and Zoning Code Services are working together to refine some of the East Gateway Sector Development Plan land regulations. More time is necessary to list conditions of approval that will ensure Plan enforceability.***

### **CITY ENGINEER**

#### **Hydrology Development (City Engineer/Planning Department)**

***Planning Staff will amend the Plan to indicate that buildings with arcades will need to be set behind the property line or apply for an encroachment agreement.***

### **PARKS AND RECREATION**

#### **Planning and Design**

***Planning staff met with Parks DMD staff to revise the following parts of the Plan:***

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*Planning Staff agreed to remove existing text for the section titled Parks Needs Assessment on page 4-14 and replace it with the following language: "The very large Parks Impact Fee area that the East Gateway Plan area is located within meets a park standard of 2.6 acres per 1000 persons, however, many of the neighborhood parks are north of Interstate 40. A neighborhood park distribution goal of one park within one-half mile of every residence was in the City Park Dedication Ordinance that was replaced by the Impact Fee Ordinance. East Gateway parks certainly do not meet the old access standard for residents. This old standard would serve the many East Gateway low-income, elderly and child residents who depend on walking, cycling or transit use to reach destinations. Perhaps future consideration can be given to providing additional East Gateway parks that serve these populations."*

*Planning Staff agreed to strike the second sentence following Goal 5 on page 7-1 and replace it with the following language: "This Plan recommends considering development of additional neighborhood parks for East Gateway neighborhoods that are not served by easily accessible parks."*

*Planning Staff agreed to amend the last sentence under "Develop an additional park adjacent to or near Central Avenue east of Eubank Boulevard" on page 7-2 as follows: "If these sites are not appropriate, ~~secure another site~~ consider other sites to provide recreation and visual relief for local residents, employees and shoppers. Funding will be required for acquisition and development. No funding sources were available at the time of Plan adoption."*

*On pages 10-3 and 10-4, DMD will be added as an agency for Parks project implementation.*

#### **Open Space Division**

*Planning Staff will incorporate Open Space Division's recommended changes into the final version of the Plan. (See recommendations on page 41 of this Staff Report.)*

#### **TRANSIT DEPARTMENT**

*Planning Staff will incorporate Transit Department recommended changes to Chapter 4 in the final version of the Plan. (See recommendations on page 42 of this Staff Report.)*

#### **PNM**

*Planning Staff will incorporate PNM's recommended changes into the final version of the Plan. (See comments on page 43 of this Staff Report.)*

#### **NEIGHBORHOOD/PUBLIC CONCERNS**

*Four Hills residents have suggested that the Plan contain a recommendation to study the Central/Tramway intersection for vehicular, bicycle and pedestrian improvements. Recommendations for this intersection were inadvertently omitted from the Plan. This recommendation will be included in Chapter 6 – The Plan – Transportation of the final version of the Plan.*

*Terracita Homeowners Association pointed out that the Plan contains no particular discussion of the need and plans for light installation on Southern Avenue. The Plan does include a generalized map of proposed streetlights that includes Southern Avenue, but could use more discussion. The final version of the Plan will contain a discussion of need and a more detailed project proposal.*

## **CONCLUSIONS**

The Planning Department requests an ultimate Environmental Planning Commission (EPC) recommendation to City Council to approve the East Gateway Sector Development Plan.

The Plan's purpose is to enable East Gateway to become a more complete community – one with conveniently located housing, employment, shopping, services and recreation served by multi-modal transportation. The Plan recommends policies, programs, and public improvements throughout the East Gateway area, but emphasizes public projects and new land use and design regulations to improve area function and appearance along Central Avenue and Wyoming, Eubank, and Juan Tabo Boulevards and to ensure compatible development on properties zoned C-2 that are located inside residential neighborhoods.

The Planning Department requests that the Environmental Planning Commission (EPC) begin discussing the East Gateway Sector Development Plan on January 14, 2010 and continue the hearing until March 4, 2010 in order to obtain comments concerning the Plan's transportation recommendations and to allow Planning staff to continue working with the Planning Department's Code Enforcement Division to improve some language in Plan Chapter 5 – Land Regulations.

***FINDINGS – Project # 1008085 09EPC 40067 January 14, 2010, Recommendation of Adoption for East Gateway Sector Development Plan***

1. The Planning Department requests that the Environmental Planning Commission (EPC) review the East Gateway Sector Development Plan and recommend approval to the City Council.
2. This planning project was initiated with the adoption of City Council Bill R-06-18. The purpose of the resolution was to improve Central Avenue (Route 66) and other portions of the East Gateway area through proposals developed in a sector development plan and a metropolitan redevelopment plan. The resolution also declared a moratorium on construction and led to the initiation of City Council interim design regulations for most properties with nonresidential zoning.
3. The impetus for the resolution to initiate East Gateway Sector Development and Metropolitan Redevelopment plans was the lack of complete local services for East Gateway residents and employees plus the poor condition of nonresidential properties including unkempt or empty lots and abandoned buildings.
4. In August 2007, a planning team consisting of the City of Albuquerque Planning Department, and hired consultants, Architectural Research Consultants, and Glatting Jackson, conducted a series of interviews, focus groups and meetings with approximately 160 people to determine major plan area weaknesses and strengths.
5. The information gathered from the August 2007 events led to a City planning process conducted May 2008 through April 2009. The process involved hiring Architectural Research Consultants and their Planning Team of Glatting Jackson and RCLCO to assist the City in conducting research including a market study and facilitating a series of community meetings, interviews, surveys, workshops and topic specific meetings with residents, property owners, business owners, developers, representatives of Kirtland Air Force Base and Sandia National Laboratories, government agency representatives, neighborhood associations, a refugee group and others.
6. The Plan reflects the outcome of public discussions about area weaknesses and strengths, community goals, possible projects, programs, policies and regulations. A first draft was released for public comment July 2009. This December 2009 EPC draft responds to public comments concerning the first draft Plan.



7. East Gateway Sector Development Plan Appendix A contains a list of plan participants and reports concerning most planning events.
8. The Plan area is approximately 4267 acres and includes the Tijeras Arroyo and City-owned Major Public Open Space. Plan area boundaries include Interstate Highway 40 on the north, properties abutting the west side of Wyoming Boulevard on the west and municipal boundaries on the east and south. The boundaries of the Sector Development Plan area were selected to include the entire proposed East Gateway Metropolitan Redevelopment Plan area that surrounds Central Avenue from Wyoming Boulevard on the west and past Four Hills Road on the east. East Gateway Metropolitan Redevelopment Plan area boundaries abut Metropolitan Redevelopment Plan boundaries for the area to the west.
9. East Gateway is the eastern gateway to Albuquerque via Interstate 40 and Route 66. It is also home to Sandia Science and Technology Park and the entrance to Sandia National Laboratories, Kirtland Air Force Base and the National Museum of Nuclear Science and History.
10. This Plan includes the Singing Arrow Neighborhood and replaces the Singing Arrow Neighborhood Plan adopted in 1983.
11. The lack of a cohesive vision for Central Avenue and major connecting streets, coupled with changes in market trends and the national economic downturn all combined to create a public environment unreceptive to local residents and employees. Central Avenue and intersecting major streets became single purpose traffic corridors rather than community destinations.
12. The East Gateway Sector Development Plan recommends public improvements throughout the East Gateway area, but emphasizes policies, regulations and projects to improve area function and appearance along Central Avenue and Wyoming, Eubank and Juan Tabo Boulevards.
13. Proposed Sector Development Plan zone changes will enable more housing and jobs on East Gateway's major arterial streets.
14. The Plan's policies, regulations, and recommended projects and programs address each of the following East Gateway Plan goals: 1) Create a safe, well-maintained, attractive community. 2) Enable the continued existence and new development of thriving businesses to provide jobs and local services. 3) Design and build streets and trails that offer multiple efficient, safe transportation choices: driving, cycling, walking, public transit. 4) Transform Central Avenue into a vibrant place that functions as a community destination. 5) Provide accessible parks, Major Public Open Space, and community programs to serve the entire East Gateway

community. 6) Support existing stable, thriving residential neighborhoods and transform others. 7) Ensure well maintained safe housing for low-income households. 8) Enable multi-family housing development close to public services, transit and shopping.

15. The East Gateway Sector Development Plan has 10 chapters and 4 appendices. Chapters 1 – 4 discuss plan purpose, what the plan does not include, the planning process, community goals, area history, and area character and conditions. Chapters 5 –10 contain plan proposals: land regulations; transportation projects; parks and major public open space projects; public building, street light and alternative energy demonstration projects; program and policy proposals; and plan implementation charts.
16. Plan Chapter 5 – Land Regulations establishes land use and design regulations that enable East Gateway to become a complete community – one with conveniently located housing, employment, shopping, services and recreation served efficiently and comfortably by multi-modal transportation (walking, cycling, public transportation and driving). Section 5.2 on pages 5-3 through 5-6 contain maps that include a General Design Regulations boundary, four SU-2 zoning districts, properties with existing zoning districts that are not proposed to change, and zone change recommendations for some City-owned Major Public Open Space and New Mexico Department of Transportation-owned property abutting Interstate Highway 40.
17. After the introduction and maps in Plan Chapter 5 – Land Regulations contains four interconnected sections of regulations: 1) Plan Section 5.3 on page 5-7 introduces conditions that trigger development compliance and subsection 5.3.2 on pages 5-8 and 5-9 introduces a streamlined development approval process for sites under 5 acres that adhere to permissive uses and comply with Building, Lot and General Design Regulations established by the Plan; 2) Plan Section 5.4 introduces four SU-2 Zoning Districts - three of the four SU-2 zoning districts on pages 5-10 through 5-19 allow a wide variety of uses for existing and proposed community and neighborhood activity centers and other properties abutting or close to Central Avenue or Eubank Boulevard and a fourth SU-2 zone on pages 5-20 through 5-22 allows a more limited list of uses for properties inside neighborhoods that were zoned for community commercial uses before the Plan was developed; 3) Plan Section 5.5 on pages 5-23 through 5-37 explains building and lot types that are tied to new construction and redevelopment within the SU-2 zoning districts; and 4) Section 5.6 on pages 5-38 through 5-50 contains General Design Regulations for properties within General Design Regulation boundaries.
18. General Design Regulations apply in varying degrees to all properties within mapped General Design Regulations boundaries. Almost all the general design regulations apply to properties within the CAC (Community Activity Center) and NAC (Neighborhood Activity Center) zones. These properties are within highly visible transit hubs at major street intersections. Most general design regulations apply to properties within the C (Corridor) zone and to properties abutting

major north/south streets. These properties line the Central Avenue and Wyoming, Eubank and Juan Tabo Boulevard corridors. Very few regulations apply to properties with the C-2 (Community Commercial) zone and even fewer apply to other properties within the mapped General Design Regulations boundary.

19. New land regulations are not applied to existing residential neighborhoods and only minimal design regulations apply to heavy commercial and light industrial properties within the General Design Regulations boundary.
20. The four East Gateway SU-2 zoning districts established by the Plan and the Building, Lot and General Design Regulations associated with them are tailored to address East Gateway goals and existing character.
  - a. SU-2/EG-CAC (East Gateway Community Activity Center) zone is applied to a Comprehensive Plan designated Community Activity Center on the southwest corner of Tramway Boulevard and Central Avenue. The intent is to enable future mixed-use development. Community Activity Centers are usually between 30 and 60 acres. They can be larger.
  - b. SU-2/EG-NAC (East Gateway Neighborhood Activity Center) zone is applied to properties at the Juan Tabo Boulevard/Central Avenue intersection and at the Wyoming Boulevard/ Zuni Road/ Central Avenue intersection. The intent is to enable future development of two Neighborhood Activity Centers as they are defined in the Comprehensive Plan. Buildings in Neighborhood Activity Centers are generally smaller in scale than Community Activity Centers. They should be easily accessible destinations for nearby residents and others, making it possible for nearby residents and transit riders to access local services within a one-quarter to half-mile walk.
  - c. SU-2/EG-C (East Gateway Corridor) zone is applied to most Plan area properties adjacent to Central Avenue or the east side of Eubank Boulevard from Central Avenue south beyond Southern Avenue. The intent is to enable future development of non-residential and residential uses that support a multi-modal environment and encourage legitimate activity along the street between community and neighborhood activity centers. The Corridor Zone allows existing businesses to continue. It also allows residential and manufacturing uses not allowed in these locations before the adoption of the Plan.
  - d. SU-2/EG-C-2 (East Gateway Community Commercial) zone is applied to Plan area properties that are located away from major arterial streets, but have pre-existing C-2 or SU-1 for community commercial zoning. This zoning district excludes some C-2 uses that are incompatible within residential neighborhoods. It allows existing mobile home parks that were legal nonconforming uses in the C-2 zone to become conditional uses. It also allows additional uses to provide a better transition between properties lining East Gateway major streets and residential neighborhoods.

21. Plan Chapter 6 –Transportation recommends 1) Projects to improve the East Gateway portion of the city bicycle network, 2) Park and Ride/Transit Transfer Center site selection and development, and 3) Street project proposals to improve traffic movement during peak traffic periods, control driver behavior, beautify the area and enable safe and efficient pedestrian and cyclist travel.
22. Plan Chapter 7 - Parks and Major Public Open Space recommends projects to provide a broader range of parks and recreational amenities in East Gateway and projects to improve the East Gateway major Public Open Space experience for Albuquerque residents.
23. Plan Chapter 8 - Public Buildings, Street Lights and Alternative Energy Demonstration Projects consists of recommendations to improve the existing Singing Arrow Community Center, provide local library services, ensure good emergency services response time, provide a safe level of street lighting and explore the feasibility of alternative energy demonstration projects.
24. Plan Chapter 9 – Programs and Policies recommends pro-active initiation of City programs for crime prevention and housing, zoning and building code enforcement. The chapter also recommends that Southern Avenue be reclassified as a collector street and additional vehicular access to Four Hills Road be limited.
25. Plan Chapter 10 – Plan Implementation Charts contains charts that show the lead agency, possible funding sources and projected time frame for the projects, policies and programs recommended in the preceding five chapters.
26. The East Gateway Sector Development Plan furthers applicable goals and policies of the Comprehensive Plan:
  - a. II.B.1 Open Space Network – Policies a and f: Recommended projects in Plan Chapter 7 to acquire land to create a continuous Major Public Open Space corridor in the Tijeras Arroyo; to enhance, restore, and protect Tijeras Arroyo habitat; and to shift undeveloped Four Hills Ravine parkland to the Major Public Open Space inventory and recommended projects in Plan Chapter 6 to improve trail connections to the Tijeras Arroyo from Four Hills Road and Juan Tabo Boulevard foster Open Space land acquisition and Open Space trail development.
  - b. II.B.1 Open Space Network – Policy g: Recommended projects in Plan Chapter 7 to expand Sandia Vista Park, to develop the archeological site at Singing Arrow Park as part of the park, to continue Manzano Mesa Park development, to acquire a well site to create a Four Hills Subdivision Park, and to acquire land to develop a park near Central Avenue for nearby low-income neighborhoods will contribute to the system of neighborhood parks and community open areas.
  - c. 11.B.5 Developing and Established Urban Areas – Policies d and h: The four new zoning categories allowing a variety of multi-family housing types and mixed use buildings and sites in designated activity centers and on other properties abutting arterial streets established in Sector Plan Chapter 5 are located near transit service and outside existing neighborhoods.  
  
Policies i and j: The four new zoning categories allowing employment and services uses in activity centers and on other properties abutting arterial street rights of way complement

established neighborhoods. Regulations in the four zones control adverse effects on the environment. All new commercial development is permitted where existing commercially zoned areas exist.

Policies l and o: The Sector Plan's approach sets clearly understandable parameters for design while allowing a wide variety of innovative finished products. Although public redevelopment projects will be proposed in an East Gateway Metropolitan Redevelopment Plan, some public improvements concerning lighting and other public infrastructure are recommended in Sector Plan Chapters 8 and 10.

- d. II.B. 7 Activity Centers – Policies a, d, g, i, and j: The Sector Plan recognizes and zones the Comprehensive Plan designated Community Activity Center at Tramway and Central and provides special zoning that includes multi-unit housing and commercial uses for that center and for two Sector Plan designated Neighborhood Activity Centers – one at Central and Juan Tabo and another at Central and Wyoming. The Market Study conducted by RCLCO for the Sector Plan supports the development of these three centers.
- e. II. C.1 Air Quality – Policies b and d: Sector Plan Chapter 5's pedestrian oriented design, land use mixtures and public right of way design capitalize on Central Avenue bus service, walking, and cycling to protect air quality. Sector Plan Chapter 6 bicycle network improvement projects, transit transfer center recommendations, and traffic calming recommendations will improve walking and cycling efficiency and safety, making alternative travel modes a rational choice. Chapter 6 recommended street intersection improvements should improve vehicular movement while providing safe crossings for people on-foot or bicycle.
- f. II.C.6 Archaeological Resources – Policies b and c: Sector Plan Chapter 3's recognition of both historic and archeological East Gateway sits and Chapter 7's recommended project to recognize and incorporate the Singing Arrow Park archeological site into Singing Arrow Park will stabilize the site and promote public understanding and appreciation of the area's past.
- g. II.C.8 Developed Landscape – Policies b, c and d: Sector Plan Chapter 5's design regulations for public and private buildings and the public right of way and water harvesting requirements in the General Design Regulations will assist in maintaining and improving the natural and developed landscapes' quality.
- h. II.C. 9 Community Identity and Urban Design – Policies b, c, d, and e: Sector Plan Chapters 5, 6, and 7 establish regulations and recommend policies, programs, and projects that acknowledge the local natural environment, built environment and history. Chapter 5's activity center designation and zoning enable urban development that capitalizes on transit access, but is not as intense as might be appropriate in another part of the City. Neon signs and public art are allowed to acknowledge Central Avenue's Route 66 past.

Although the Sector Plan avoids complete redesign of Central Avenue public right of way because the community could not come to consensus about reducing travel lanes to capture right of way that could be used to improve safety and efficiency for walking, cycling and

using transit, other recommended projects in Chapter 6 will improve the street and Chapter 5's regulations will improve the pedestrian environment.

- i. II.D. 3 Energy Management – Policy b: Plan Chapter 8 recommends studying the feasibility of either a wind or solar power demonstration project on public land at the eastern gateway to the City and the East Gateway plan area to reinforce Albuquerque's movement toward being a green City and to underscore the technological nature of the East Gateway area.
- j. II.D.4 Transportation and Transit – Policies a, b, c, d, g, h, o, p and q: Plan Chapter 5 establishes zoning that enables the development of corridors that provide a balanced circulations system through efficient placement of employment, housing and services and Chapter 6 recommends project to support efficient and safe travel by walking, cycling and using public transit.
- k. II.D.5 Housing – Policies a and d: Plan Chapter 5's zoning enables the development of affordable housing. Plan Chapter 9 recommends proactive housing, building and zoning code enforcement of existing rental housing.
- l. II.D.6 Economic Development – Policy a: Plan Chapter 5's wide range of permissive uses should enable the development of new employment opportunities to accommodate a wide range of occupational skills and salary levels.
- m. II.D.7 Education – Policies c and e: Plan Chapter 8 recommends a new library be located near good public transit and recommends that the Singing Arrow community Center be enlarged to better serve the community with classes and programs for local children and adults.

27. The East Gateway Sector Development Plan furthers the intent of the Rank 2 Facility Plan for Arroyos:

The Facility Plan for Arroyos designates the Tijeras Arroyo a Major Open Space Arroyo. East Gateway Sector Development Plan recommendations for the Tijeras Arroyo are consistent with that designation in that they include continued City land acquisition to form a continuous corridor of Major Public Open Space, resource protection, and zone changes of City owned Open Space properties to SU-1 for Major Public Open Space.

28. The East Gateway Sector Development Plan furthers the intent of the Comprehensive Zoning Code:

City Comprehensive Zoning Code Section 14-16-2-23 SU-2 Special Neighborhood Zone allows a mixture of uses controlled by a Sector Development Plan that specifies new development and redevelopment that is appropriate to a given neighborhood, when other zones are inadequate to address special needs.

East Gateway Sector Development Plan Chapter 5 proposes a wide variety of land uses in four proposed SU-2 zones, building and site design regulations associated with the new zones, and General Design Regulations for both SU-2 zoned property and other properties located within a proposed General Design Regulations boundary. All zoning proposals are intended to spur positive development for the area and enable employment, shopping, services and multi-unit

housing near Rapid Ride stops and other transit routes on Central Avenue and intersecting arterial streets.

29. The East Gateway Sector Development Plan proposes new zoning as indicated on the East Gateway Plan Zoning Maps on pages 5-3 through 5-6 of the Plan. The proposed zoning is justified per Resolution 270-1980 as follows:

- a. The zone changes proposed by the East Gateway Sector Development Plan further the health, safety and welfare of the City by enabling the transformation of Central Avenue and other East Gateway arterial streets that contain many properties suffering from disinvestment and deterioration.
- b. Proposed Sector Plan Land Uses and Zoning will provide area stability by introducing land uses and design regulations that enable East Gateway to become a more complete community – one with conveniently located housing, employment, shopping, services and recreation served by multi-modal transportation.
- c. The four proposed SU-2 zones are more advantageous to the community because they are tailored to enable employment, additional multi-unit housing, and neighborhood and community services. The site and building design regulations and General Design Regulations are intended to enable quality innovative design, compatibility between residential and non-residential uses, and access to a balanced circulation system with safe and convenient bicycle and pedestrian connections.

Two proposed zone changes are also more advantageous to the community because they are a better fit for the properties: One is from C-3 to R-2 for a landlocked piece of land between Interstate 40 and a neighborhood park and another is from A-1 to SU-1 for Major Public Open Space for City owned parcels of City Major Public Open Space.

- d. The Plan does not propose zone changes for residentially zoned properties in residential neighborhoods and does not propose zone changes for heavy commercial and industrial zoned properties. The Plan's General Design Regulations apply to some of these properties in varying degrees. Properties abutting major streets are required to comply with the most regulations.
- e. None of the Plan's zone changes require major capital expenditures.
- f. The cost of land is not discussed in the Plan.
- g. Most of the proposed zone changes and general design regulations apply to East Gateway arterial streets. Proposed zoning allows a variety of uses that can maximize proximity to transit service.
- h. No spot zones are proposed. Community and Neighborhood Activity Zones are proposed for key street intersection locations that involve more than one property each.

- i. The proposed Corridor Zone could be interpreted as a strip zone since it applies to properties abutting major arterial streets, but its variety of permissive uses will enable diverse land uses – residential, commercial and employment.
30. Additional coordination with Transportation Planning and Code Enforcement is necessary to improve Plan language to ensure future implementation of public projects and enforcement of land regulations. A continuance is warranted to allow for these interactions.

***RECOMMENDATION - Project # 1008085 09EPC 40067 January 14, 2010***

**CONTINUANCE of Project # 1008085 09EPC 40067 is requested for the East Gateway Sector Development Plan, based on the preceding Findings in order to prepare Plan revisions in the form of conditions.**

---

***Paula Donahue  
Senior Planner***

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***Attachments***

East Gateway Sector Development Plan

East Gateway Sector Development Plan Appendices

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# ***CITY OF ALBUQUERQUE AGENCY COMMENTS***

## ***PLANNING DEPARTMENT***

### **Code Enforcement**

#### **Application**

- ❖ EPC application does not include zone map amendments.
- ❖ Will a site development plan be provided for those areas zoned SU-1 for Major Public Open Space?

#### **Maps**

Figure 5.a

- ❖ This map presumes that only the Major Public Open Spaces will encounter a zone change.
- ❖ SU-1 for Major Public Open Spaces should be listed instead of “Zone Change” on keyed notes.

Figure 5.b

- ❖ Keyed note “Zone change should be removed since the SU-1 for Major Public Open Spaces are not shown on this portion of the map.

Figure 5.c

- ❖ R-2 should be listed instead of “Zone Change” on keyed notes.
- ❖ The word “Corridor” is misspelled on the tract of land located on the NE corner of Southern and Eubank.

#### **Development Approval Process**

5.3.2

“Not a permissive use” should be removed from the chart under EPC, since a zone change will required. This language does not clearly specify that a zone change is required.

5.3.3

This process allows applicants to apply for a “variance.” It is unclear what criteria the EPC will use to determine if a “variance” should be granted. After discussing this issue with the Legal Department, it is their opinion that only the ZHE has the authority to grant variances.

#### **The SU-2 Zoning Districts**

The Code Enforcement Division is opposed to the concept of having alternate zone categories. It should be clearly evident to a property owner and all of those involved what is a property is zoned. The “triggers” that help determine what a property is zoned should not be a determining factor of a property is zoned, but rather the criteria established by Resolution 270-1980.

**SU-2/EG-CAC**

- ❖ Permissive Uses section should list those uses that are permissive and a separate list showing prohibited uses should be provided
- ❖ Use of neon on signs is currently allowed per the zoning code.
- ❖ Adult bookstore and Adult photo studio are not defined terms
- ❖ Section 3d does not specify what federal, state and local regulations apply.
- ❖ 3g is too vague. Plan does not specify what is too odorous, noisy, dangerous or incompatible.
- ❖ The section does not specify what conditional uses are allowed.

**SU-2/EG-NAC**

- ❖ Permissive Uses section should list those uses that are permissive and a separate list showing prohibited uses should be provided
- ❖ 1f does not specify how high the first floor is required to be if there is only one floor.
- ❖ Adult bookstore and Adult photo studio are not defined terms
- ❖ Section 3d does not specify what federal, state and local regulations apply.
- ❖ 3g is too vague. Plan does not specify what is too odorous, noisy, dangerous or incompatible.
- ❖ The section does not specify what conditional uses are allowed.

**SU-2/EG-C**

- ❖ Permissive Uses section should list those uses that are permissive and a separate list showing prohibited uses should be provided
- ❖ 1f does not specify how high the first floor is required to be if there is only one floor.
- ❖ Adult bookstore and Adult photo studio are not defined terms
- ❖ Section 3d does not specify what federal, state and local regulations apply.
- ❖ 3g is too vague. Plan does not specify what is too odorous, noisy, dangerous or incompatible.
- ❖ The section does not specify what conditional uses are allowed.

**SU-2/EG-C-2**

- ❖ Permissive Uses section should list those uses that are permissive and a separate list showing prohibited uses should be provided
- ❖ 1f does not specify how high the first floor is required to be if there is only one floor.
- ❖ Adult bookstore and Adult photo studio are not defined terms
- ❖ Section 3d does not specify what federal, state and local regulations apply.
- ❖ 3g is too vague. Plan does not specify what is too odorous, noisy, dangerous or incompatible.
- ❖ The section only specifies one use as a conditional use.

**Building Type**

The Code Enforcement Division is concerned with the language that specifies what “building uses” are allowed in each of the new zone categories. For example, SU-2 /EG-CAC allows for Institutional or Civic Building which may give the impression that a church or place of worship is allowed, since it is listed as an institutional use. However, the SU-2/EG-CAC zone category does not allow for churches or places of worship, since it corresponds to the C-2 zone. This

section should only specify what building types are allowed in the new zone categories and remove the language “Building Uses.”

**Townhouse Lot**

- ❖ Under Side yard setback from shared lot line: language does not allow for townhouse buildings to be attached.
- ❖ Under Side yard setback from shared lot line: Section 5.6.1A.2 is not found in the plan.
- ❖ Building footprint allowance for accessory buildings does not specify if the allowance is for each structure or the total amount of accessory structures.

**Apartment House Lot**

- ❖ It is unclear when a lot can have 18,000 square feet of lot area and not exceed the 100 x 150 lot size dimension.
- ❖ Plan allows accessory structures to be the same height as the principal building. The definition of an accessory structure is described as a smaller building.

**Courtyard Apartment Lot**

- ❖ All spaces should be filled. The maximum space under Side yard setback from property line abutting street right-of-way is blank.
- ❖ Language under Parking location indicates that parking is not allowed when facing a street. However, by definition, an alley is a street. The illustration shows parking on what appears to be a corner lot, allowing parking to face a street.

**Apartment Building Lot**

- ❖ All spaces should be filled. The maximum space under Side yard setback from property line abutting street right-of-way is blank.
- ❖ Language under Parking location indicates that parking is not allowed when facing a street. However, by definition, an alley is a street. The illustration shows parking on what appears to be a corner lot, allowing parking to face a street.

**Apartment Complex Lot**

- ❖ Language under Parking location indicates that parking is not allowed when facing a street. However, by definition, an alley is a street. The illustration shows parking on what appears to be a corner lot, allowing parking to face a street.
- ❖ Common Yard is not listed as an allowed Front Building Facade

**Live/Work Building Lot**

- ❖ Plan allows accessory structures to be the same height as the principal building. The definition of an accessory structure is described as a smaller building.
- ❖ Language under Parking location indicates that parking is not allowed when facing a street. However, by definition, an alley is a street. The illustration shows parking on what appears to be a corner lot, allowing parking to face a street.
- ❖ Language under Front Building Façade, should be corrected to read “Store front with Awning.”

Mixed Use Building Lot

- ❖ Language under Parking location indicates that parking is not allowed when facing a street. However, by definition, an alley is a street. The illustration shows parking on what appears to be a corner lot, allowing parking to face a street.

Commercial Building Lot

- ❖ Language under Parking location indicates that parking is not allowed when facing a street. However, by definition, an alley is a street. The illustration shows parking on what appears to be a corner lot, allowing parking to face a street.

Liner Building Lot

- ❖ All spaces should be filled. The minimum lot coverage slot is blank.

Institutional or Civic Building Lot

- ❖ How will a property owner determine where the front property line will be on a corner lot?

Industrial Building Lot

- ❖ Language under Parking location indicates that parking is not allowed when facing a street. However, by definition, an alley is a street. The illustration shows parking on what appears to be a corner lot, allowing parking to face a street.

**Building Front Facades**

Industrial Buildings requires a front building façade and front yard type, but is not listed under those types that are allowed. The word “Recommended” implies that these front facades/yards are not necessary required and should be removed, if in fact they are required.

Common Yard

- ❖ Description of “Deeper building setback distance to provide a buffer from traffic on arterial or collector streets” conflicts with the setback requirements of having a minimum front setback requirement of five feet.

Porch & Short Wall or Fence

- ❖ The word “short” needs to be defined.
- ❖ What are the minimum landscaping standards?

Forecourt

- ❖ The language that allows large trees to overhang into the right-of-way may violate the traffic code that requires there to be no obstructions on public a right-of-way. This language should be expanded to indicate that the trees cannot obstruct pedestrian use of the right-of-way.

**Stoop**

- ❖ Language needs to be added under Building Types that will require the “Building first story to be elevated above the sidewalk to ensure window privacy.”

**Storefront with Awning**

- ❖ The language under Building Types for Live/Work, Mixed-Use, Commercial and Liner Buildings needs to be amended to allow buildings to overhang into the right-of-way.
- ❖ “Substantial Glazing” needs to be clarified.

**Gallery**

- ❖ The language under Building Types for Live/Work, Mixed-Use, Commercial and Liner Buildings needs to be amended to allow buildings to overhang into the right-of-way.

**Arcade**

- ❖ The language under Building Types for Live/Work, and Mixed-Use Buildings needs to be amended to allow buildings to overhang into the right-of-way.

**General Design Regulations**

All sections need to have a letter or a number at the beginning of each regulation.

**Site Design**

- ❖ Section (A) is not consistent with Institutional or Civic Building Lot which does not require a percentage of the lot width to be covered.
- ❖ Section (D) should include the language, “excluding an alley.”
- ❖ Section (E.1) needs to have clarified what is meant by an “average single family building width.”
- ❖ Section (E.2) needs to have clarified what is meant by an “average width of nearby sign-family residential lots.”
- ❖ The maximum square footage of 125,000 in Section (F.1) is inconsistent with the amount allowed for a Liner Building Lot.
- ❖ The maximum block length of 500 feet in Section (F.1) is inconsistent with the amount allowed for an Institutional or Civic Building Lot.
- ❖ Section (F.2) needs to identify where illumination is to be measured.
- ❖ Provide the equivalent amount of foot lamberts for Section (F.2.d)
- ❖ Section (G.1) needs to specify the width of the required pedestrian pathways

**Parking**

- ❖ Section (A) is too vague.
- ❖ Section (D) requires less than what is currently required in the Zoning Code.
- ❖ Section (E) requires pedestrian walkways that are less than the Zoning Code.

**Parking Structure**

- ❖ Section (A) needs to specify how wide the direct pedestrian access needs to be. Would a driveway be sufficient?

Landscape

- ❖ Section (A) needs to identify what acceptable criteria will be used to determine if exceptions to water harvesting are allowed.

Public Outdoor Seating

- ❖ Section (A.5) needs to specify how much seating is required.
- ❖ The last sentence in Section (B.1) needs to be clarified

Fences and Walls

- ❖ Section (B) may lead a property owner to believe that a six foot high wall is allowed within a setback area.
- ❖ Section (C) needs to specify how a wall is to be “finished.”
- ❖ Section (E) does not specify the required height.
- ❖ Figure 5.p. contains regulations regarding wall heights and widths and outdoor seating for “outdoor cafes” that needs to be within the text of the plan

Service, Loading and Outdoor Storage Screening

- ❖ The word “tallest” should replace “largest” in the last sentence of Section (B).
- ❖ The last sentence of Section (B) may allow walls to exceed allowed wall heights.
- ❖ Language under Section (E) is unclear.

Lighting

- ❖ Does Section (A.2) apply to Stoop facades?
- ❖ Will Section (A.3) allow interior lighting to meet this standard?
- ❖ Section (A.4) is too vague and does not specify how much lighting is required

Signage

- ❖ Is Section A.4 intended to apply to a mixed use development site?

**Building Design**

Building Materials

- ❖ Language in Section (C) is confusing

Building Articulation

- ❖ Overall, this section is vague and does not give specifics. This language is very similar to what is found in the zoning code and should be referenced unless new language is being created to improve the current regulations.

Building Orientation/Entrances

- ❖ Section (A) should contain language that excludes an alley.
- ❖ Section (C) does not specify how much a building should be setback.

- ❖ Section (D.1) is in conflict with wall regulations found on page 4-42.
- ❖ Section (D.2) should contain language that excludes an alley.

Windows and Doors

- ❖ Section (A.4) is too vague
- ❖ Section (A.7) is too vague
- ❖ The word “abutting” should replace the word “facing” in the first sentence of Section (B.2)

**Office of Neighborhood Coordination**

Coronado Terrace HOA  
Executive Hills HOA  
Four Hills Village HOA (R)  
Four Hills Village NA (R)  
Juan Tabo Hills NA (R)  
La Mesa Community Improvement Assoc. (R)  
North Four Hills NA  
Sandia Vista NA (R)  
Singing Arrow NA (R)  
South Los Altos NA (R)  
Terracita HOA  
Tijeras Arroyo NA (R)  
Towne Park NA (R)  
Trumbull Village Assoc. (R)  
~~Volterra HOA~~ **no longer on ONC NA List as of 12/7/09 – siw**  
Willow Wood NA (R)  
Winterwood Park HOA  
East Gateway Coalition

**CITY ENGINEER**

**Transportation Development Services (City Engineer/Planning Department):**

See Transportation Planning comments.

**Traffic Engineering Operations (Department of Municipal Development):**

- No comments received.

**Hydrology Development (City Engineer/Planning Department):**

- The Hydrology Section has no adverse comments. However, no building should be allowed to encroach into the public R/W (Arcade, pg 5-37).



***DEPARTMENT of MUNICIPAL DEVELOPMENT***

**Transportation Planning**

- The two weeks allotted staff to review the proposed East Gateway Sector Development Plan is not adequate.

***Recommendation:***

- Request an additional 30 days, at a minimum, to allow adequate time for review and comment.

**Street Maintenance:**

- No comments received.

**New Mexico Department of Transportation (NMDOT):**

- No comments received.

**RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT and NMDOT:**

Conditions of approval for the proposed Sector Development Plan Phase 2 Final shall include a request for an additional 30 days, at a minimum, to allow adequate time for review and comment.

***WATER UTILITY AUTHORITY***

**Utility Services**

No comments received.

***ENVIRONMENTAL HEALTH DEPARTMENT***

**Air Quality Division**

No comments received.

**Environmental Services Division**

A portion of the referenced project falls within the Landfill Gas Buffer Zone of the former Eubank Landfill. Development within the buffer zone is subject to the *City of Albuquerque Interim Guidelines for Development within Designated Landfill Buffer Zones*. For your convenience, please find a map showing the buffer zone.

***PARKS AND RECREATION***

**Planning and Design**

Pg. 4-14 Park Needs Assessment - Should reflect that the service level of 2.6 acres is met. Remove language calling for additional park land as that is not supported by the established service levels.

Pg. 7-1 Plan Goal Addressed by Recommendations- Strike “in areas that are underserved by park facilities.” From the second goal.

Pg 7-2 Develop an additional park adjacent to or near Central Avenue east of Eubank Boulevard: Remove the last sentence “If these sites are not appropriate, secure another site to provide recreation and visual relief for local residents, employees and shoppers.”  
Add “funding will be required for acquisition and development, no funding sources are currently available.”

Pg. 7-2 Major Public Open Space- We support moving the La Canada Park and Ravine Park to the Major Public Open Space inventory.

Pg. 10.3 Manzano Mesa Park Development add DMD as and Agency

Pg. 10-4 Add DMD to agencies for the first two items.

**Open Space Division**

Page 4-15

- First paragraph, first sentence: “was” should be changed to “is”
- Third paragraph directly under figure 4.q: second sentence should be reworded to “No formal trail system exists within the arroyo presently but as the Major Public Open Space is acquired an official trail network will be created.”
- Fourth paragraph: La Canada Park: the last sentence should have the word “acquire” instead of “develop”.
- Last paragraph: “Trust for Public Lands” should be “Trust for Public Land” (2x)

Page 7-1

- Under 7.3- Recommendations and bullet “Expand Park uses at Singing Arrow Park: Instead of “Outdoor furniture” it should read “outdoor furnishings”. This should be changed the same way on page 10-3, 7.3.

**City Forester**

No comments received.

***POLICE DEPARTMENT/Planning***

No comments received.

***SOLID WASTE MANAGEMENT DEPARTMENT***

**Refuse Division**

No comments received.

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***FIRE DEPARTMENT/Planning***

No comments received.

***TRANSIT DEPARTMENT***

In section 4.6.5 Public Transit, Page 4-30, the following information needs to be corrected:

“Bus service on Central Avenue was the most frequent, while connecting north/south routes along Juan Tabo and Eubank Boulevards were primarily used by commuters to Kirkland Air Force Base and Sandia National Laboratories.”

The routes that run north/south are on Wyoming, Eubank and Juan Tabo and only the Wyoming and Eubank routes go to Kirkland Air Force Base and Sandia National Laboratories. The primary users are not commuters to Kirkland Air Force Base and Sandia National Laboratories but are the passengers commuting north and south.

***COMMENTS FROM OTHER AGENCIES***

***BERNALILLO COUNTY***

No comments received.

***ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY***

For information, AMAFCA has been obtaining underlying drainage easements on parcels acquired by City Open Space on the Tijeras Arroyo. Slope stabilization required for developments adjacent to the arroyo will be tinted concrete, rock or stabilized earth to maintain the natural character of the area surrounding the arroyo. Drainage outfalls to the arroyo will have upstream water quality treatment and erosion protection in the arroyo bottom.

***ALBUQUERQUE PUBLIC SCHOOLS***

The following schools fall within Plan boundaries, and will be impacted by residential units in the area; Hawthorne Elementary School, Sandia Base Elementary School, and Manzano Mesa Elementary School. Hawthorne and Manzano Mesa Elementary Schools are exceeding capacity; Sandia Base Elementary School has excess capacity.

<b>Loc No</b>	<b>School</b>	<b>2009-10 40th Day</b>	<b>2009-10 Capacity</b>	<b>Space Available</b>
270	Hawthorne	571	527	-44
260	Manzano Mesa	641	612	-29
348	Sandia Base	512	590	78

To address overcrowding at schools, APS will explore various alternatives. A combination or all of the following options may be utilized to relieve overcrowded schools.

- Provide new capacity (long term solution)
  - Construct new schools or additions

- Add portables
- Use of non-classroom spaces for temporary classrooms
- Lease facilities
- Use other public facilities
- Improve facility efficiency (short term solution)
  - Schedule Changes
    - Double sessions
    - Multi-track year-round
  - Other
    - Float teachers (flex schedule)
- Shift students to Schools with Capacity (short term solution)
  - Boundary Adjustments / Busing
  - Grade reconfiguration
- Combination of above strategies

All planned additions to existing educational facilities are contingent upon taxpayer approval.

#### ***MID-REGION COUNCIL OF GOVERNMENTS***

No comments received.

#### ***PUBLIC SERVICE COMPANY OF NEW MEXICO***

- PNM appreciates the City's attention to our comments and inclusion of the comments in the draft East Gateway Sector Development Plan.
- Please add to the end of the Development Considerations subsection on page 4-33:  
*"Conflicts may occur with proposed large street trees within identified electric utility easements. The larger the tree, the farther it should be from a power line. As a rule of thumb, small variety trees – those under 25 feet high at maturity – should be 15 feet from power lines. Medium variety trees should be at least 30 feet away and large trees should be 40 feet from power lines. Trees that grow into or near distribution and transmission lines will be trimmed back to prevent any growth into the lines for a minimum of three years."*
- On page 4-32, the Development Considerations section is included as guidance. Please add a new section after 5.6.9, Signage on page 5-44 to address design regulations as they pertain to utilities as follows:  
*"Section 5.6.10 Utilities*  
*"All screening and vegetation surrounding ground-mounted transformers and utility pads are to allow 10 feet of clearance in front of the equipment door and 5-6 feet of clearance on the remaining three sides for access and to ensure the safety of the work crews and public during maintenance and repair. Please refer to the PNM Electric Service Guide for specifications. Coordination with PNM will be necessary if existing utilities are present where Form Based Zones are being implemented, including:*
  - *The extension of public utility facilities*
  - *Projections such as canopies, portals, stoops, balconies, shop fronts and*

*awnings in utility easements*  
*- Parking areas and alleys*  
*- Utility easements within rear lot lines.”*

- In Section 4.7, please revise the first sentence on page 4-33 to read:  
*“Screening should be designed to allow for access to utility facilities.”*